

PHOTOGRAPHIC INTERPRETATION MEMORANDUM



OSA PTFG PRODUCTION
SHANGHAI SHIPYARD
HUTUNG, CHINA

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OSA PTFG PRODUCTION, SHANGHAI SHIPYARD HUTUNG, CHINA

Shanghai Shipyard Hutung is confirmed as having constructed the Chinese Osa Large Guided Missile Patrol Boat (PTFG) and production is estimated at six units per year.

Recent satellite coverage has permitted confirmation that the Shanghai yard on the east bank of the Huangpu River, 5 nm northeast of Shanghai, is the builder of the small but effective craft.

Since [REDACTED] when the first Chinese Osa was observed, there has been considerable interest in determining both the location of the production shipyard and the rate of production of the Osa. Hutung was initially suspected of being the Osa producer when one was observed at the small combatant fitting-out wharf in [REDACTED]. Possible Osa missile launcher covers were identifiable in the yard as early as [REDACTED].

Establishing Osa production at Hutung is complicated by the fact that only half of one of the yard's four building ways is being utilized for the patrol boats, and that half is covered by weather sheds. The open half, adjacent to the transverser, is generally occupied by civil craft, denying launching system access to those vessels in the covered area. One other way is committed to production of hydrofoil torpedo boats and the remaining two to large civil vessels.

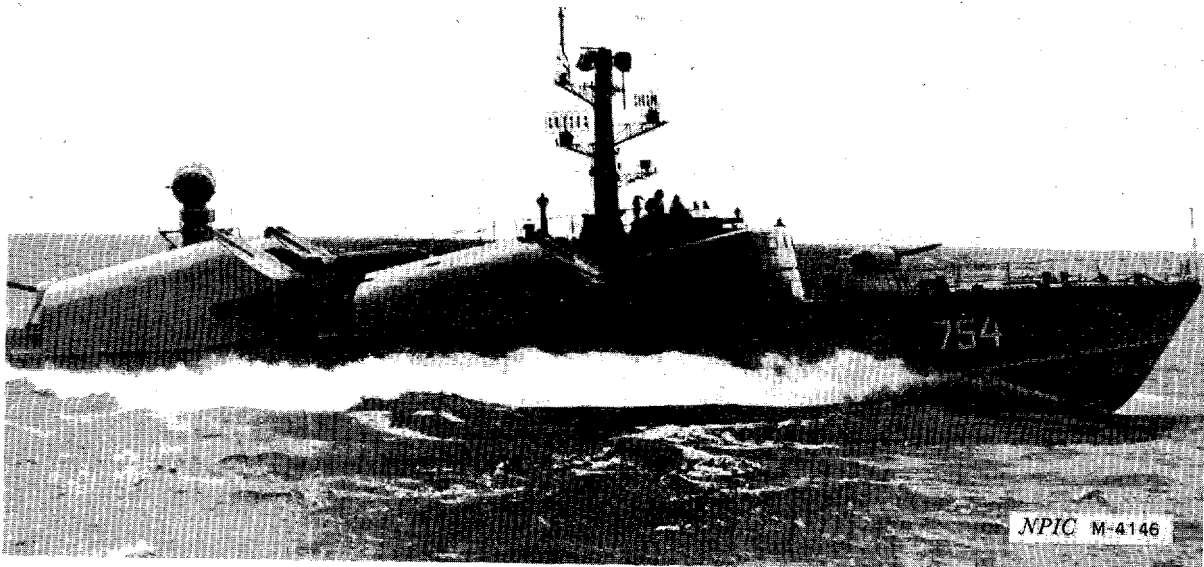


FIGURE 1. OSA PTFG.

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Large-scale coverages in [REDACTED] gave additional indications of Osa construction on the covered way. The [REDACTED] and [REDACTED] photography showed movable sheds arranged, in effect, into three 140-foot buildings. Two of the buildings have small openings about midway in each roof, generally where the shed roofs are connected. In [REDACTED] both openings had objects protruding through them which can now be assessed as possible Osa radar masts. (The mast on the [REDACTED] foot PTFG is mounted just forward of amidships.) In [REDACTED] the possible mast protruding through the roof of the shed nearest the transverser was gone, but an Osa was at the fitting-out wharf and possible missile launcher covers were near the way. During the same period, launching was possible from the shed-covered portion of the way because the intervening way area was clear.

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In [REDACTED] two PTFG were at the fitting-out wharf, a freighter under construction was blocking the Osa area from the launching system, and the shed roofs were repositioned with previously aligned openings out of place. A possible Osa bow section protruded from the building next to the transverser.

It can, therefore, be concluded that Osa PTFG are built at Shanghai Shipyard Hutung on the covered portion of the half-covered way; shed roof openings are designed to accommodate the Osa's radar mast during late stages of construction; and production on the open half of the building way is so scheduled as to permit the launching of Osa's when they are ready.

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It appears that Osa construction began prior to [REDACTED] when the possible missile launcher covers were observed. The unit at the fitting-out wharf had to be launched prior to [REDACTED] since the open portion of the way blocking the covered PTFG portion was occupied by two barges under construction. However, in [REDACTED] the open way was unoccupied leaving open the possibility that additional units may have been launched. No large-scale coverage of the shipyard was obtained between late [REDACTED] and [REDACTED] ruling out any imagery-derived production estimates during that ten-month period.

In analyzing photographic data pertinent to developing construction rate estimates, the following assumptions were made:

1. There has been no general work stoppage (because of the Cultural Revolution) at the Hutung shipyard since production of civil and military vessels on the other three building ways has apparently progressed at a normal rate.

2. The Osa PTFG is essentially complete when launched since the mast, electronics, and missile launch covers are probably emplaced during the way period.

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Applying these basic assumptions to the available photographic data, the following analysis is possible. If the two units fitting out in [REDACTED] were the same two seen on the ways in [REDACTED] the total Osa building time is somewhat more than one year with way time greater than seven months and fitting-out time greater than five months. This seems unreasonably long for small vessels.

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To eliminate the apparent overly long building period thesis, it appears that one unit departed the yard prior to [REDACTED] and a second unit became operational between [REDACTED]. Two additional units were launched between [REDACTED] when the yard was covered on good small-scale photography. This indicates that way time is probably slightly less than five months and the fitting-out period is less than three and one-half months, for a total time of eight and one-half months.

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Based upon the preceding analysis, the following conclusions can be drawn:

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1. Four Osa PTFG may have been launched in the five-month period between [REDACTED] one at the commencement of the period, one at mid-period, and two near the end of the period.

2. No further Osa launches are possible until the launching of the freighter observed blocking the covered way in [REDACTED]

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3. Total production time of the Osa PTFG is no greater than eight and one-half months and three units can be in work concurrently on the way. This time frame provides for the launching of six units annually.

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4. A maximum of five Osa were carried in the inventory through mid-[REDACTED] whereas four additional units appear to have been launched in a five-month period in [REDACTED] suggesting an accelerated construction program.

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4

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